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THE
HOME COLONY;

A GUIDE FOR INVESTORS AND SETTLERS

IN

NEWFOUNDLAND.

*(A Paper read before the Foreign and Colonial Section of the Society of Arts,
and re-published, by permission, from the Society's Journal,
with Corrections and Additions.)*

BY
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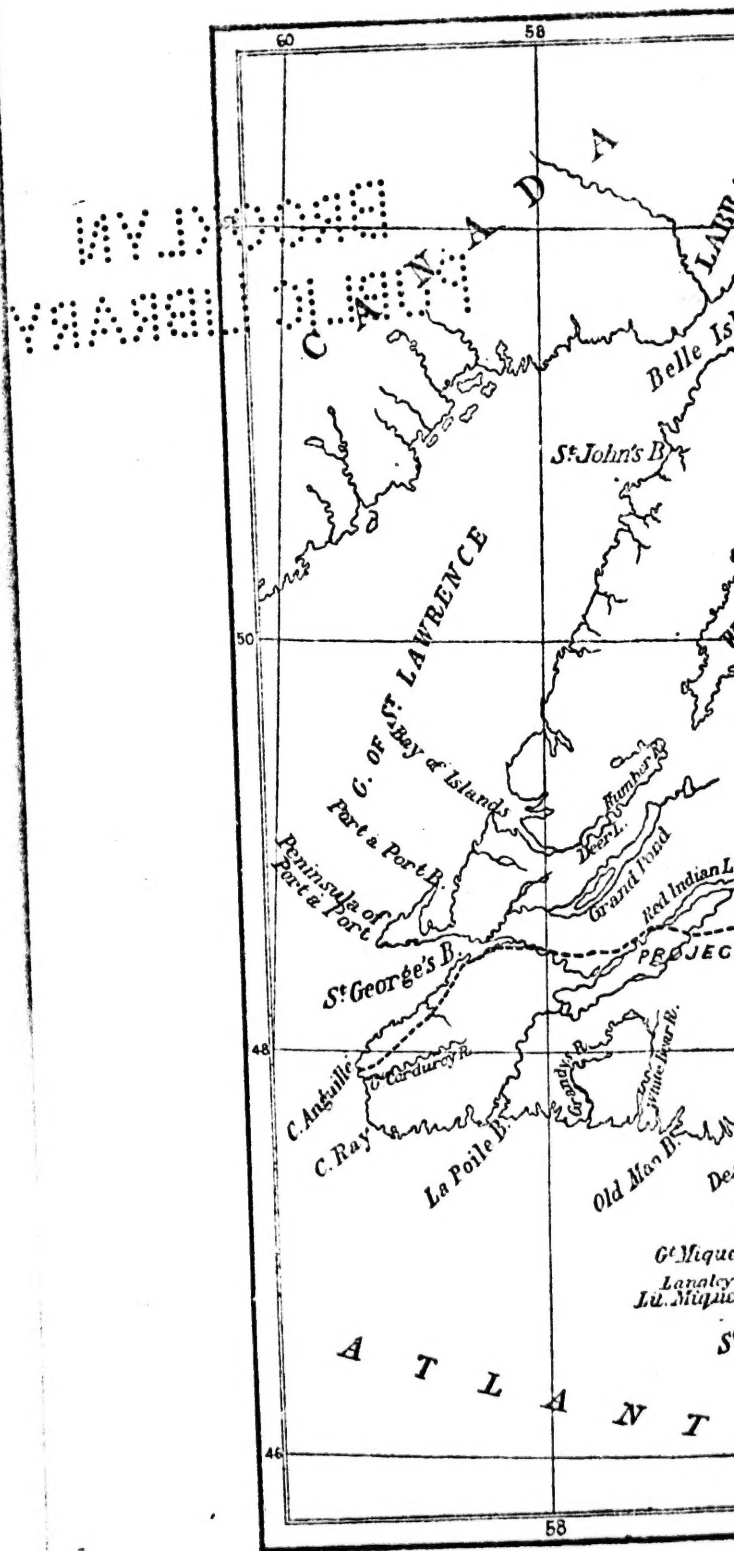


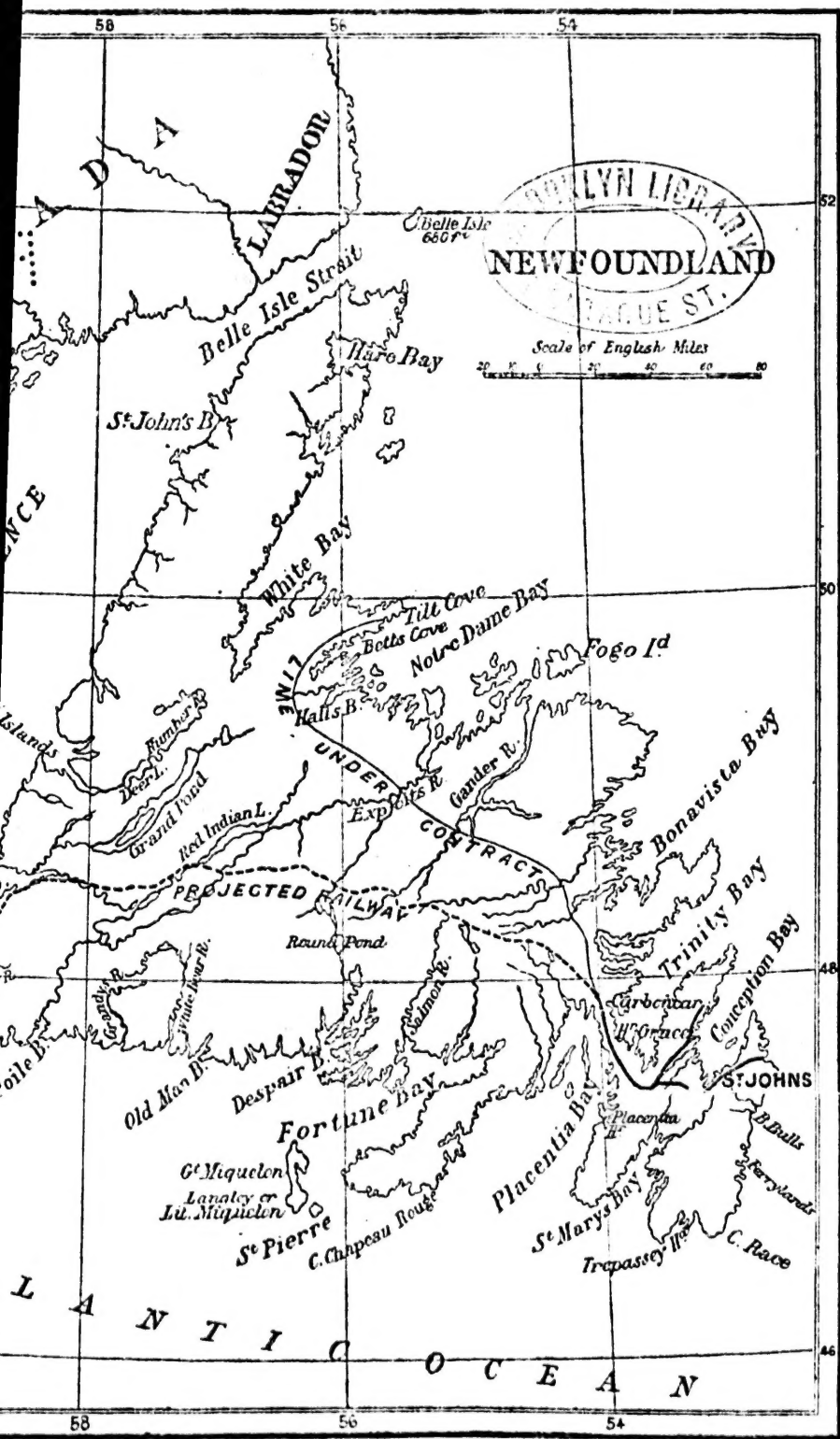
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ATLANTIC OCEAN

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I.



NEWFOUNDLAND is a large island—the General description.
tenth largest in the world—belonging to
Great Britain, and forms the easternmost
of her North American possessions. It is
situated in the North Atlantic Ocean, at
the mouth of the great Gulf of St. Lawrence, between the
parallels $46^{\circ} 36' 50''$ and $57^{\circ} 39'$ N. lat., and between the
meridians of $52^{\circ} 37'$ and $59^{\circ} 21' 50''$ W. long. *St. John's*,
the capital, is in latitude 47° , four and a half degrees
south of London. The Straits of Belle Isle, twelve miles
wide, separate it from Labrador on the north, and form
the main channel of steam communication between
Europe and the gulf and river St. Lawrence during
the summer months. In shape the island is an irregular
triangle, Cape Bauld on the north, Cape Race on the
south-east, and Cape Ray on the west, forming the
angles. Its greatest length from Cape Race to Cape
Norman is upwards of 400 miles, and its greatest
breadth from Cape Spear at the mouth of St. John's
harbour to Cape Anguille is 316 miles. Its entire
circuit is over 2000 statute miles, and its area, 42,000

square miles, is about one-third larger than that of Ireland, and approximates nearly that of England. Its coast, one of the most rugged and picturesque in the known world, is everywhere indented with magnificent bays and harbours, a fact which has not unjustly earned for it the title of the "Norway of the New World." Many of these bays, such as Trinity, Bonavista, St. George's and White Bay, are sufficiently commodious to float the whole British navy. Newfoundland forms that outlying and detached portion or segment of the North-American continent situate nearest to Europe, the distance between St. John's and the harbour of Valencia in Ireland being only 1640 miles. It is almost severed in two by the great bays of Placentia and Trinity, the isthmus between them being less than two miles wide in its narrowest part. The southern and smaller division forms the Peninsula of Avalon. This, by reason of its extensive seaboard and the excellence of its fisheries, is by far the most thickly settled and commercially important part of the island. No recent census has been taken, but the population of the Peninsula is estimated at about 95,000. As viewed from the sea the island appears everywhere abrupt and rocky—a truly iron-bound coast. Of its interior little is yet known beyond the description given of it by Cormack, an adventurous traveller who crossed it in 1882 in company with a single Mic-mac Indian—a remnant of the once famous, but now nearly extinct, Nova Scotia tribe of that name—and what is told us in the more recent and voluminous reports of Mr. Alexander Murray. Cormack describes it as a vast savannah country, on which countless herds of reindeer browsed.

Perhaps the strongest recommendation this interior country now presents to public consideration, is that it


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offers no engineering difficulties to the construction of a railway, for which a preliminary survey was made by the eminent engineer Mr. Sandford Fleming as long ago as 1867-68. Such a project has long been agitated, and is absolutely needed to develop its resources, as well as to connect the severed portions of the island. A ridge of hills traverses the island almost parallel with the Long range, along the slopes of which the line might run, thus avoiding the lower levels and swamp-lands. These hills nowhere rise to a greater height than one hundred feet. There are no ranges to tunnel, or large rivers to bridge, while wood for sleepers is abundant. The length of the projected line is 325 miles. On the western side of the island, St. George's Bay offers a splendid harbour, with a climate much milder than that of the east coast. By "the hand of nature," writes the Rev. Moses Harvey, of St. John's, "a great plain has been spread from east to west, thus marking, unmistakably, the proper route for a road across the island." When complete and in operation, as it will be in five years, it will form the eastern division of the American and European "Short line" railway, elsewhere fully described. The outer coast of the island may be termed mountainous, though the summits of the ranges do not reach any great height. The highest land is found on the southern and eastern coasts, thence sloping towards the great northern and eastern bays. The interior is a vast elevated plateau, having ranges of minor hills at intervals. In many parts of the interior are to be seen isolated peaks, locally called "Tolts." Standing up in bold relief from the surrounding low country, they serve admirably as landmarks.

Reference to the accompanying map will show how lavishly nature has endowed the island as the great

THE HOME COLONY.

ishing ground of the world. Within a degree of the south coast, is situated the most extensive submarine island yet discovered—the Great Bank of Newfoundland, 600 miles long, and 200 broad. Around the shores of this island, are countless smaller submarine elevations or ocean plateaus. These form the breeding grounds of the cod, the staple product of the Newfoundland waters. These have been fished for centuries, without showing any apparent diminution in the supply. When to its sea treasures, which are literally inexhaustible, and are carried by means of its wonderfully indented coast-line, and its varied water system, to the very doors of the people, we add its mineral wealth, its pine forests, and its plains yet untouched by plough or spade, the least thoughtful and observant among us must recognise what should long ago have been apparent—that human industry, capital, and enterprise are alone required to raise Newfoundland to a far higher position among British colonisation fields than she has yet occupied.



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II.



HE first or historical portion of my subject may properly be divided into three periods—ancient, intermediate, and modern. Historical Sketch.

Newfoundland was discovered by Jean and Sebastian Cabot as long ago as the reign of Henry VII., in June 1497. It is still a matter of dispute whether the palm of discovery belongs to Jean Cabot, or to his son Sebastian. Sebastian being a mariner—which his father was not—would seem to have had charge of the expedition, and therefore to be fairly entitled to the distinction, though history has not accorded it to him.

Upwards of a century elapsed before any attempts were made to follow up the discovery of Cabot, in the way of colonising Newfoundland. The Portuguese, incited no doubt by the voyage and report of Gaspar de Cortereal in 1500, were the first to turn attention to it. Within seven years of Cabot's discoveries, the Newfoundland fisheries were known to the hardy mariners of Brittany and Normandy. As early as 1517 forty Portuguese and Spanish vessels were engaged in the cod fisheries. Sixty years later, according to Hakluyt, the number of vessels engaged in this industry had increased to 300. Of this number only fifty were English, the remainder being French, Portuguese, or Spanish. Newfoundland, however, was on the eve of a great change; its isolation was about to terminate. In 1583 England awoke to the importance

of formally taking possession and planting a colony on the island. In that year Sir Humphrey Gilbert, a Devonshire knight, and half-brother to Sir Walter Raleigh, provided with letters patent from Queen Elizabeth, landed at St. John's, and took possession in his Sovereign's name. Mr. Robert Thorne, of Bristol, and Mr. Hore, of London, had previously attempted to colonise certain parts of the island—the former in 1527, the latter in 1536—but with ill-success. Sir Humphrey's expedition consisted of five vessels, the *Delight*, the *Raleigh*, the *Golden Head*, the *Swallow*, and the *Squirrel*, with 260 hands, and a total capacity of 410 tons. The incorporation of Newfoundland with
 83. the English realm dates, therefore, from 1583. In 1610, Mr. John Guy, also a merchant, of Bristol, under a patent from James I. to the Plantation Company, reached the island with the intention of founding a colony at Conception Bay, and five years later, Captain Richard Whitborne, of Exmouth, visited it.

These visits, however, appear to have resulted in little beyond the publication, in 1622, by the latter, of a 'Discourse on the Discovery of the Newfoundland trade,' which King James, by an order in council, caused to be distributed among the parishes of the kingdom "for the encouragement of adventurers unto the plantation there." In 1616-23 Sir George Calvert, afterwards Lord Baltimore, planted a colony at Ferryland, forty miles northward from Cape Race, but under the repeated harassments of the French, he abandoned the colony, and went to Maryland, where he founded the City of Baltimore, the commercial metropolis of that state.

Notwithstanding the earlier and continued importance of the Newfoundland fisheries, which attracted

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large fleets of vessels annually to its shores, the settlement of the country was exceedingly slow.

In 1650, nearly a century and a half after its discovery, Newfoundland contained no more than 350 families all told. These were distributed in fifteen small settlements, chiefly along the eastern shore of the island. The policy of the British Government of that day was to perpetuate the island as a fishing station, and the fisheries themselves as nurseries for British seamen; settlement and development were therefore equally retarded. The effect of this restrictive policy, perpetuated with strange infatuation and persistency, is seen to this day in the comparatively limited progress made towards developing the resources of this fine island, and in settling the fertile lands of the interior. Immigration of every description was discouraged in every possible way. The hostilities which existed both before and subsequent to the passing of the Treaty of Utrecht, A.D. 1713, proved another great barrier to the march of progress. Interminable disputes have arisen regarding the interpretation of this treaty, which are apparently as far as ever from being settled. This important state document is as clear and forcible in its wording, and as definite in its provisions, as any such instrument can be, yet it is held by the French to confer rights which its framers apparently never intended. As a consequence, the fine lands of western Newfoundland are still a wilderness, and its mineral treasures are untouched. But a brighter day was even then about to dawn. In 1728, the imperial policy was reversed, civil government was established, and Captain Henry Osborn was appointed first governor. The beneficial result was at once apparent. In 1763, the resident population had increased to 8000, and the

A.D. 1650.

A.D. 1713.

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floating, or home-going portion, to 5000 more. Two years later (1765) the Labrador coast, from the entrance of Hudson's Strait to the River St. John, was attached to the Governorship of Newfoundland. During the wars which followed the French revolution, Newfoundland attained great prosperity, wages rising to a high figure, and the "catch of fish" rising to three-fold its former value. Yet as late as 1811, four years after the establishment of the first newspaper, only seventy years ago, no house could be erected on the island without permission. At the commencement of the present century, during the governorship of Sir Erasmus Gower, the resident population was 20,480. In 1814, the colony was increased by the arrival of 3000 emigrants, the inhabitants then numbering 80,000 souls. In 1825, the first roads were constructed, and in 1832, representative government was established, and extended in 1855. In 1858, the first Atlantic cable was landed at Bay of Bulls Arm, Trinity Bay; eleven years later, the population had increased to 161,144; and at the present date, the estimated return places the number of inhabitants on the island and the adjacent Labrador coast at 190,000.



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THE island of Newfoundland would possess Climate. attractions for intending emigrants from Great Britain and Ireland far greater than those she now enjoys, if people could once divest themselves of the traditional fallacy that this country is situated in the region of perpetual snow and frost. Newfoundlanders do not all live in wigwams and tents, nor do they dress after the fashion of Esquimaux and Laplanders. The climate, though undeniably very variable, is nevertheless most healthy. "The ayre of Newfoundland agrees well with all God's creatures except Jesuits and Scismaticks," wrote Sir David Kirke to Archbishop Laud in 1639, and what was true in their day is equally true, in a still wider sense, in ours. The fine *physique* of the natives, who are a powerfully-built, robust, and hardy race, is a sufficient proof of the goodness of the climate. The temperature during the year is remarkably equable, the mercury in winter seldom falling below zero of Fahrenheit's scale, or in summer rising above 90°, whilst the mean temperature for the year is about 44°. Fogs, which have earned for it so unenviable a reputation, are mainly confined to the south and south-eastern shores, the northern and western coasts, as well as the interior being free from them. St. John's is pronounced by climatologists, the wettest and most cloudy place in her Majesty's dominions, and much of the misconception which is entertained abroad with reference to

the climate of Newfoundland, is due to the fact that the meteorological report or weather chart of St. John's is too generally cited and accepted as a fair index and sample of the weather prevailing over the whole island. From this simple circumstance has sprung another of the popular errors which have prejudiced the British mind in regard to this colony. To judge of the climate of Newfoundland by the barometrical readings of the St. John's observatory is not less absurd than it would be to judge of the climate of the British Isles at the Orkneys, or Land's End, or that of the North-west Territory of Canada, by the weather record of Victoria on Vancouver's Island.

on
insula, The position of St. John's—occupying as it does the extreme eastern promontory of the Avalon Peninsula, only a little south of Cape St. Francis itself, intercepting, so to speak, the ice-laden Arctic current as it flows southward—is an exceptional one, and furnishes no fair standard by which to judge the weather influences in other parts of the island.

“The immense body of ice,” writes Mr. Howley in his excellent manual,* “annually brought to our shores by this same Arctic current, chills the atmosphere along the whole coast; after drifting southward, it comes in contact with the tepid waters of the gulf stream, when it quickly melts, producing an enormous quantity of vapour, which is brought back to our shores during the summer months in the shape of fog.” The summers, though short, are very pleasant, the thermometer on the east coast rarely rising above 80°, and the fierce heats and frosts of Canada and the United States are equally unknown. The best climate is found

* ‘Geography of Newfoundland, for the use of Schools,’ by James P. Howley. 1877. Stanford.

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on the west coast, on what is called the French shore. In that section the mercury takes a somewhat higher range in summer, and a correspondingly lower range in winter.

We will now glance at the topographical features of the island, as these greatly influence the climate.

Projecting from the main body of the island, and, in Peninsulas. an imperfect sense, forming its south-eastern, western, and northern angles, are the three main peninsulas or promontories of Avalon, already mentioned; the northern peninsula, or *le Petit Nord*, of the French, and the peninsula of Port à Port, which is much the smallest of the three. Cape *Chapeau Rouge*, on the south coast, between Placentia and Fortune bays, also forms an important feature in the configuration of the island.

St. John's, the capital, is situated on the east coast, Bays and Harbours. about the centre of the Avalon Peninsula. Its harbour, which is entered through what is called "The Narrows," is spacious and well sheltered, and so admirably guarded by nature, that it could be readily rendered impregnable. It is 90 feet deep in the centre, and is readily accessible at all seasons of the year, except in May and June, when ice and fog prevail, and at all stages of the tide. On either side of The Narrows, rise precipitous sandstone hills, to the height of 600 feet. That on the south side has near its base a lighthouse and battery called Fort Amherst. In favourable conditions of weather the approach to the island must impress every admirer of bold picturesque scenery.

The city occupies a commanding position on the St. John's. north side of the harbour. Though founded in 1572, and therefore 310 years old, it betrays no marks of

age. This is owing to the ravages of fire, by which it has been thrice swept. Its most important and conspicuous edifices are Parliament House, or Colonial Building, built of Cork limestone, with a portico resembling that of the British Museum, and surrounded by balsam poplars; Government House, and the Roman Catholic and English cathedrals. The former of these ecclesiastical edifices is 237 feet in length, with a richly ornamented interior. The latter, constructed from design, by the late Sir Gilbert Scott, has been opened for divine service since 1852, but is yet unfinished. With a resident population of nearly 30,000, the number of its inhabitants is doubled at certain seasons, notably on the arrival and departure of the fishing fleets. At such times the streets are filled with brawny stalwart men, roughly dressed, but respectable looking, who are taking the opportunity to "flaner" in this fashionable centre before retiring to the sealing grounds of Labrador or the Bank fisheries. Everywhere signs and evidences of the popular pursuits show themselves; outfitting stores for sailors and fishermen being especially conspicuous. Most of the merchants combine a wholesale with a retail business. Their front windows are stocked with miscellaneous goods, while their back premises open on storehouses full of cod, and private wharves alongside of which their own steamers and ships are moored.

Writing of the suburbs of St. John's, a recent *Times* correspondent states, "I was agreeably surprised to find the aspect of the country as picturesque as that of the richest part of Devon. Cultivated fields, clumps of trees, charming villas, are the chief features in the landscape." The visitor to St. John's, especially if he be a sportsman, will be disappointed not to find the

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breed of dogs once common there, and still so highly esteemed in England. They no longer exist on the island. There are still dogs enough in and round the capital it is true—the city indeed is over-run with them, but they are mongrels, the choicest types of the *genus* cur, and the largest collection of that degenerate family to be found anywhere, I should say, outside of Cairo, Singapore, or Stamboul.

We will now take a cruise round the island.

ST. MARY'S BAY is the first of the great bays on the south coast, entered after passing Cape Race and St. Shots. It is 35 miles long and 25 broad, has a fine cod-fishery, and several salmon rivers discharge into it. The land here is excellent, the fine arm of "Salmonier" stretches far inland, presenting a most inviting field for small farmers. TREPASSEY, a fine harbour immediately to the westward of Cape Race, at the south end of the Avalon Peninsula, is open all the year round. PLACENTIA BAY, the largest bay in the island, is next entered; it is 90 miles long and 55 wide, clusters of islands dot its surface, and its waters abound with cod, herring, and salmon. It is separated from Trinity Bay by a narrow neck of land known as the Isthmus of Avalon. Fortune Bay, to the west of Placentia, is 70 miles in length. Here on January 6, 1878, occurred the dispute known as the Fortune Bay affair. Guarding its entrance, like twin sentinels of the deep, stand the picturesque islands of ST. PIERRE and GREAT and LITTLE MIQUELON, the sole remaining possessions of France in the vast continent of North America. The former of these islands is now used by the French as an operating station and repair depôt for the trans-Atlantic cable. They are both fortified and garrisoned by French troops, in direct contravention of

St. Mary's Bay.

Placentia Bay.

St. Pierre, &c.

Fortune
Bay.

the Treaty of Utrecht. Fortune Bay abounds in fine scenery, and is the centre of an extensive herring fishery. It contains numerous picturesque islands. Amongst them are St. John's, Sagona, Brunet, and Petticoat.

French
Shore.

Between Fortune Bay and Cape Ray is a straight line of coast known as the western shore; and beyond that, stretching 400 miles from Cape Ray to Cape St. John, the northern point of Nôtre Dame Bay, is the French shore. This is said by many to comprise the best portion of Newfoundland for agricultural purposes. Nearly 10,000 people have settled in this region, and it is capable of yet greatly increased settlement.

The open pretensions of the French to exclusive sovereignty on this shore have culminated in a series of outrages, which, while they may possibly lead to further complications, must certainly open the eyes of the Imperial authorities to the necessity of vindicating British rights here. That about 12,000 British subjects are at this moment living, nominally, in a British colony and under the British flag, but on territory which, being neither British nor French, cannot be protected nor legislated for by either power, is a fact as discreditable as it is remarkable, and one which calls loudly for governmental interference. The points at issue between the two Governments become yearly more embarrassing, and the sooner a clear and definite settlement of the whole territorial question is come to the better for both parties, as well as for Newfoundland, whose immediate and vital concern it unquestionably is.

Divisions.

For convenience of further description, Newfoundland may be divided into four divisions, which, similarly with the electoral districts—hereinafter described—are named after the principal bays within each divi-

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sion. Two western divisions, viz. St. George's Bay and Port à Port, Bay of Islands and Bonne Bay. Two north-eastern divisions, viz. Hare Bay and Pistolet Bay, and White Bay and Canada Bay.

NÔTRE DAME BAY extends from Cape St. John northward, 40 miles in breadth, 250 in length, with Gander Bay, Rocky Bay, and Bay of Exploits, which form part of it. Nôtre Dame Bay contains upwards of forty islands and groups of islands, many of them exceedingly picturesque. On the north and west shores of this bay are the now celebrated copper-mines of Tilt Cove, Betts Cove, Little Bay, and Seal Bay. Green's Bay and Hall's Bay are arms of Nôtre Dame, each running 20 miles inland. All round these arms are fine tracts of agricultural and timber lands, while the fisheries are most productive.

Notwithstanding the iron-bound character of the coast, there is much picturesque scenery to be met with in a voyage round the island, which no visitor to Newfoundland, if he has the time to command, should fail to take. Twenty-five to thirty hours' steaming northward by sea from St John's will transport the traveller to the centre of the ~~interior~~ region—a distance of nearly 200 miles. In three years the railway, the southern division of which is now under construction, will reduce the time to about eight hours.

BONAVISTA, TRINITY, AND CONCEPTION BAYS complete the list of important bays on the east coast. These are from 50 to 70 miles each in length, and contain many fine harbours. The harbour of Trinity Bay, in particular, is reckoned one of the finest in the world. Heart's Content, a name familiar to most English merchants, as the terminus of the cables of the N.Y., N.F., and London Telegraph Co., is situated on

Nôtre
Dame Bay.

Trinity
Bay, &c.

the shores of this bay. Conjunctively, these form nine magnificent estuaries, varying in length from 40 to 100 miles, and from 60 miles in width. St. George's Bay, Port à Port, and Bay of Islands, as we have just shown, are on the west coast. The coast of the entire island is almost everywhere what is termed iron-bound, rising frequently in bold precipices almost vertically from the sea.

Rivers.

The rivers of Newfoundland are, for the most part, narrow and winding, and unfitted for steam navigation. The three largest are the Exploits, the Humber, and the Gander. The Exploits—so named after the bay into which it flows—is the most important. It takes its rise in the south-western angle of the island, flows in a north-easterly direction for 200 miles, and drains an area of 3000 square miles.

The Humber has its source in two branches in the gorges of the Long Range Mountains, and after a course of 114 miles empties its waters into the Humber-arm, Bay of Islands. The Gander, in two branches, drains an area of 2500 square miles, and flows into Nôtre Dame Bay.

Indian Brook, falling into Hall's Bay; the Gambo and Terra Nova, into Bonavista Bay; Rocky River and great Rattling Brook, are the names given to other and smaller streams. Indian Brook with Indian Pond, forms the connecting link between Hall's Bay and the waters of the Humber on the west coast. During good stages of water it is navigable throughout its entire length of 40 miles. Rapids—called by the natives "rattles"—and chutes are numerous, and the navigation in shallow water difficult.*

* The Newfoundland vocabulary contains many words unfamiliar to English ears, many which can be traced to the Mic-macs, and

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Newfoundland is certainly entitled to be considered a lacustrine region. It is estimated that a third of the surface of the island is covered by lakes and smaller sheets of water. There are also several varieties of mineral waters in various parts of the island, which, to quote the words of a recent writer, "only require puffing to become popular." From the tops of the highest hills more than one hundred lakes and ponds have been counted at one time. Of these Grand Lake, or "Pond," on the Humber, 192 square miles in extent, and 56 miles long, is the largest. Red Indian Lake, 36 miles in length, Gander Lake, and Deer Lake, are next in size and importance. There is a small settlement of lumber men at the head of Deer Lake. Bichy Lakes, to the east of the Humber, afford some charming scenery. Many of these sheets of water, such as Esquaddê gawê Gospen (Lost Pond), Ahwade angeech Gospen (Portage Pond), Elnuchi beesh Gospen (Sit-down Pond), Wachta peesh Gospen (Crooked Pond), and a few others, still preserve their Mic-mac names. Victoria Lake, which flows into Red Indian Lake, and Lake George IV., on the Exploits River, are respectively, 1160 and 1237 feet above the sea.

Nearly two hundred islands, and groups of islands, have thus far been named. They are mostly situate on the east and south coasts. The best known are Belle Isle, at the entrance to the straits of that name; Fogo and

many the origin of which is still more obscure. The following list embraces only those most frequently met with:—tickle, tolt, gut, sound, run, passage, reach, gospen, &c. Gut, sound, run, passage, reach, are similarly with "tickle" applied to running water, the phrase varying with the situation, volume, and velocity of the stream. Gospen is Mic-mac for pond; while *Livier* is used to describe a person who lives or resides steadily in one place, in contradistinction to one who visits or frequents it during the fishing season only.

Bois Island ; Goose Island, off Ferryland ; Great Island, off La Manche ; Green Island, and St. Pierre and Miquelon, on the south coast.

The names given to many of the bays, headlands, hills, islands, inlets, and other natural features of Newfoundland are quite as curious in themselves and as strange to the visitor as any to be met with in the Mic-mac vocabulary—Ireland's Eye and Pinchgut are the names of islands—the former in Trinity Bay, the latter in Bay St. Mary's. Three small inlets in Trinity Bay are respectively named Heart's Desire, Heart's Content, and Heart's Delight, while two small points of land on its northern shore are dignified with the name of the Horse Chops. The Lion's Den and Damnable Bay are in Bonavista Bay ; Cuckold Head is between Capes Race and St. Francis ; Bloody Reach, Frying Pan Reach, and Hungry Tickle are found on the eastern and southern coasts. Piper's Hole is the name of a river which empties into Placentia Bay, while a peak of the Hawkes range of hills not far from St. John's is known as the Butter Pot.

Mountains. All the great physical features of the island run N.N.E. and S.S.W. The largest chain of hills is the Long Range, which, rising near Cape Ray, extends nearly the whole length of the western slope of the island, and terminates in the great northern peninsula. Outside, and parallel with the Long Range, stretches the Cape Anguille range, and the Blo-mi-dons, their greatest altitude being 2000 feet. A high ridge near the head of La Poile River, La Poile Bay, is said to be 2064 feet above the sea. Second in point of elevation to this, are peaks of the Blo-mi-don, and Amicop Quotch ranges on the Humber and Exploits River.

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the island diagonally, towards Grand Lake and Hall's Bay, run the rugged range of hills to which no name has been yet given, and which will admirably serve the purpose of the projected line of railway. There is also a middle ridge stretching between Fortune and Nôtre Dame bays.

Agriculture as a practical industry has never found favour in Newfoundland. Until the commencement of the present century, Newfoundland had little to recommend it as a field of enterprise to the British farmer. For more than a century any cultivation of the soil whatever was held to be a penal offence. A colony in which the enclosure of a plot of ground, the erection of a dwelling, or the most primitive form of settlement, has been permitted only within the last seventy years, can hardly be expected to show much progress in agriculture. The direction of capital and industry—as already stated—has been oceanward, not landward; to the sea—not to the soil; yet much of the country is capable of successful cultivation. The survey of the island which has been going on vigorously since 1864, under Mr. Murray and his colleagues, has dispelled many of the fancies and fallacies which have, to the great prejudice of the public interest, hitherto prevailed regarding its topography, climatology, and resources. Already a bright future begins to dawn upon a land so long shrouded in fog and fiction. It is now known that the island not only abounds in serviceable timber, and embraces pasture sufficient for cattle and sheep grazing, but that it also comprises a sufficient area of good land to grow all the grain required for home use, and yet leave a surplus for export. Soil and climate are both best on the west coast, and there, consequently, are to be found the best openings for farmers. "It is beyond

all doubt," says Mr. Murray, "that the best descriptions of grass, green crops, and most of the cereals thrive admirably upon the lands surrounding the minor bays of Nôtre Dame; and that beef, mutton, pork, butter and cheese could be raised as well as in any part of the British North American dominions." The following information is derived mainly from recent official reports:—

Western
Coast.

The St. George's Bay district, including the Codroy Valleys and Port à Port, contains 730 square miles of land, described as "more or less suitable for settlement," the most favoured being the coal-measure districts, where the surface is often flat or gently undulating over great areas.

"The soil in many parts of this region," states Mr. Howley, "is extremely rich in quality, and, I believe, would compare favourably with any in British North America."

Added to this the Bay of Islands, including the Humber Valley, the Deer Lake and Grand Lake country, contains 600 square miles, so that in this district (St. George's Bay) there is a total of 1330 square miles, or nearly one million acres of fairly good farming land. Oats, barley, hay, turnips, carrots, and clover can be successfully cultivated throughout this section. The valley of the Humber is well wooded and embraces a large area of country which appears to be provided with all the necessary material for ship-building in a remarkable degree. This, in the opinion of some, will yet become one of the most important industries of the island.

Eastern
Coast.

On this coast the best farming lands are to be found on the arms and inlets of Nôtre Dame Bay, on the Gander River and Lake, and their tributaries, and in the

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lambo and Terra Nova valleys. There is room for a very considerable number of farms on the unoccupied lands around Hall's Bay, the produce of which would find a ready sale at high prices among the mining population. The extent available, in these localities, for settlement is officially estimated at 1700 square miles. The Exploits Valley and Red Indian Lake regions, which together embrace 1620 square miles, have some excellent tracts, while Trinity, Bonavista, and St. Mary's bays, more particularly the Salmonier arm of the latter, embrace some fine land as yet unsurveyed. In all the districts above enumerated the amount of land fit and open for agricultural purposes on, or rather, a few miles back from these two coasts, may, therefore, be roundly though roughly estimated at 4500 square miles, or about 2,880,000 acres.

The extent of land now under cultivation does not exceed 36,000 acres, equal to 1-80th of the whole cultivatable area, and the annual value of all agricultural products is less than 750,000 dols. The most certain and prolific crop produced thus far is potatoes. Of these between 700,000 and 800,000 bushels are grown annually, equal to about four bushels to every man, woman, and child on the island. Under the stimulating influence of a liberal land policy, increased settlement, proximity to the British markets, and the means of transportation between the capital and the mining regions, which a railway right across the island will afford, it is believed that much of this land will in a short time be taken up and cultivated.

"A large proportion," the report states, "is heavily timbered, and but little of it occupied." Of the Gander country, Mr. Howley elsewhere writes, "The soil here, over a vast area, is of excellent quality and capable of

yielding rich harvests." . . . "Taking everything into account, I do not think a more promising country, or one more easy of access could be found in British America." It should always be distinctly borne in mind that these lands are heavily timbered, and therefore require clearing before farming operations can be commenced. It should also be remembered that settlement in Newfoundland has thus far confined itself to a narrow fringe of coast. Four miles from salt water in any direction there is scarcely a habitation to be found.

Land Laws.

Under the revised land laws poor settlers can obtain a FREE GRANT OF 50 ACRES, and fifty dollars in cash on his clearing six acres. Unoccupied lands can be purchased in lots of 300 acres; and larger lots, varying from 500 to 1000 acres, are obtainable from the Government and the railway company on easy conditions of purchase.

Stock
Raising,
Sheep
Farming,
&c.

The resources of this island as a grazing country are far larger than has hitherto been suspected, and the recent surveys carried on by the Colonial Government and by Messrs. Murray, Blackman, Kinipple, and Morris and others in connection with the railway, have disclosed the existence of large areas of rich grass land, well watered, and in every way adapted for wool growing. It is ever maintained by some that the climate is better suited for the development of a heavy fleece than the warmer climate of most parts of Australia and New Zealand.

In order to encourage sheep raising the Newfoundland Government issues licences for large tracts of lands to parties who will establish sheepwalks, and everything connected with their business is allowed to enter duty free. Any person who has kept 500 sheep on the land granted to them will, at the expiration of ten

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years, own the said land in fee simple for ever; and
 further, any two persons who will raise 500 sheep on
 such a piece of land will be given as a bounty the sum
 of 200 dols. each.

The grass lands and the rich belts running along the
 river banks are particularly well adapted to cattle raising.
 The land in the interior slopes up from the lakes and
 rivers like a series of steppes, one tier rising above
 another, and therefore easily and naturally drained. A
 few drains running parallel to the lake or river, with
 one main drain at right angles to these, would convert
 these extensive plains into rich pasture lands.

In Newfoundland the stock-farmer of the future, for
 he cannot be said to exist at present, would have great
 advantages over his brother farmer in the far West.
 He would live close to the port of shipment, whence
 the sea voyage is scarcely more than half the distance
 from New York to Liverpool, or, in other words,
 about five days' and a few hours' sail of English
 ports. For years to come, however, writes a competent
 authority, farmers in Newfoundland will have enough
 to do to supply the local market, for at present we have
 to depend to a great extent on Nova Scotia to supply
 our markets.

The cattle raised in the Western States have to pay
 for the heavy expenses attendant on long railway
 journeys of some thousands of miles, and then the sea
 voyage of three thousand miles, and it can readily be
 believed that after so much travel the stock cannot be
 in first-class order for the market. Yet this business
 yields a handsome profit to those engaged. If these
 men can make it pay, how much easier would it be to
 make it pay in Newfoundland? The export of cattle

will yet be among the most remunerative industries of the island. At the same time, the proximity of Newfoundland to England secures it facilities possessed by no other colony, and by no foreign country, for the transport of meat, either alive or freshly killed, to the old country.



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EXT to her fisheries the mineral deposits of Newfoundland constitute her greatest present source of prosperity. Not until a very recent period was it even suspected that the grim-looking rocks of this iron-bound island contained mineral treasures of such enormous value, that when fully developed, they would constitute it one of the world's great mining centres. In the production of copper Newfoundland ranks sixth amongst the world's mining fields. Attention was first directed to mining in 1863, and in the following year the first mine, the Union, at Tilt Cove, was opened. Since 1873 mining enterprise has been greatly extended, the yield of the mines increasing in value eight hundred per cent. in eight years. Copper-mines have been rapidly opened on the north side of Nôtre Dame Bay, and the present export of this ore averages 45,000 tons annually. The late Professor Stewart, Geologist in the State School of Mining at Virginia City, Nevada, in a recent paper described the copper ore of this region as a beautiful yellow sulphuret, free from arsenic or any undesirable ingredient, with a little iron; and containing from eight to twelve per cent. of pure copper. He had never seen finer copper ore in the course of his experience. The character of the rocks in which it occurred was such as to *give an absolute assurance of perpetuity in the working*. These rocks were metamorphosed and laminated; and the

Mines and
Minerals.

Copper.

extent of mineral indications over extensive areas was such as rendered exhaustion, in the working, a practical impossibility. A more promising mining field for copper he had never seen anywhere. Betts Cove Mine, situated twelve miles south of Tilt Cove, was opened by Mr. Ellershausen of Nova Scotia, in 1874, and is now owned and worked by the Newfoundland Consolidated Mining Company, with a capital of three millions of dollars, and a head office in New York. In four years it yielded 102,400 tons of copper, valued at 512,000*l.*, being at the rate of 26,000 tons of ore annually. But Little Bay, opened August 1878, promises to surpass both these in productiveness. At Copper-cliff Mine, on the 21st September, 1878, no less than 520 miners were engaged in quarrying ore. A tramway, nearly a mile in length, connects the mine with the harbour. Houses, stores, and a wharf were built; 3000 tons of ore had been shipped, and 6000 tons of rock removed in six weeks. All these localities, more particularly Hall's Bay, have picturesque scenery, and the visitor to St. John's will be well repaid for a voyage up the coast, and an inspection of the mines and their surroundings. More recently mining operations have been commenced in Robert's Arm and Seal Bay, but with what results is not known. The following list embraces the mines opened in the Nôtre Dame Bay district, and in operation in 1879: Tilt Cove, Betts Cove, Little Bay (Copper-cliff Mine), Colchester, Hall's Bay, Robert's Arm. Between the mining region on the east coast and the navigable waters of the Bay of Islands on the west, a railroad 100 miles in length will ultimately be built, connecting with the line now under construction and open between St. John's and Harbour Grace Junction.

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Nor is Newfoundland less likely than her neighbour, Nova Scotia and Quebec, to share in the wealth acquired in the search for, and utilisation of the more precious metals.

The formation, in which the gold-bearing ore occurs, is serpentine, belonging to what is termed, in Canadian geology, the "Quebec group" of the Lower Silurian basin, the great metalliferous formation of North America. Where no serpentine exists it is vain to look for ore. The ore in Newfoundland occurs in beds or pockets—not in veins—and, in the localities already opened, is extracted with great facility. Mr. Howley estimates the total area of the serpentine or ore-bearing formation at 5000 square miles. Mr. Murray says:—"I feel bound to state that the experience of the late investigation convinces me more than ever that many of the northern parts of this island, and the great bay of Nôtre Dame in particular, are destined to develop into great mining centres, should capital and skilled labour be brought to bear in that direction. The north shore of Conception Bay, two miles from Brigus, and in the immediate neighbourhood of Brigus Lookout, was the principal scene of Mr. Murray's investigations. Here, after a careful examination, he selected a ledge of quartz which seemed the most promising. A hole was drilled underneath it, and the first blast detached from two to three cubic feet of quartz, with chlorite patches. In this mass, within an area of a single cubic foot, no less than ten "sights" of gold, as the miners call them, were obtained—that is, small masses of the precious metal, some of them mere specks, barely visible to the naked eye, others containing each about eight or ten grains of gold. The fragments of quartz were put into a bag, and on shaking it out afterwards,

a small piece of gold weighing four grains, was found, which had been detached by friction in carrying it to Brigus. The quartz veins, in one of which the gold was found, are reticulated over a considerable area, and intersect a green felsite magnesian slate of the Huronian age. They vary from one inch to a foot in breadth. The veins frequently intersect one another, and at the points of intersection form a knot or boss. It was in one of these knots that the gold was found. The quartz holding the gold particles is associated with a dark-green chlorite, and in the chlorite patches the gold is seen finely distributed. The reticulated veins of quartz are chiefly limited to an area of country nearly a mile in breadth, and three miles in length, extending from Brigus Lookout in a south-west direction. Various reports are in circulation to the effect that gold has been found at a much greater distance inland, in the same direction. Mr. Murray further says:—"That a large area of country in the region referred to is auriferous, there can scarcely be a doubt, although nothing short of actual mining and practical experience can possibly prove what the value of the produce may be; or whether the prospects of obtaining a remunerative return for the necessary outlay are favourable or otherwise. The specimens which have been obtained, although an unquestionable evidence of the presence of the precious metal, cannot by any means be taken as indicative of a certain average yield." Further on he remarks:—"The indications of gold in this country, then, are certainly sufficiently favourable to merit a fair trial; and there are good reasons to hope and expect that ample capital applied to skilled and judicious labour may be found remunerative to future adventurers, while a new industry will be

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added to give employment to the labouring population of the island, and possibly bring this despised and but little known colony into more prominence and consideration abroad than it hitherto has enjoyed."

Deposits of lead have been found at La Manche, Lead, Placentia Bay, and at Port à Port on the French shore, but they are at present unworked.

Coal exists in the St. George's Bay district, on the Humber River, and in the neighbourhood of Grand Lake from Humber River along the banks of Main Brook to Sandy Lake, but thus far no mines have been opened. Twenty miles from the harbour of St. George's Bay, Mr. Murray reports the existence of a coal field thirty miles long and ten miles broad. Iron ores exists on every side of the island, and in all the bays. Magnetic iron ore has been found at Cairn Mountain in St. George's Bay; and gypsum, marble, building stones, and roofing slate in great abundance and of fair quality in various parts of the island.

The following column represents the geological formations of Newfoundland as they succeed each other in descending order:—

<i>Carboniferous</i>	..	{	Coal measures. Millstone grit. Carboniferous limestone. Gypsum conglomerate.	
<i>Devonian</i>	- ..	..	Gaspé sandstones.	
<i>Middle Silurian</i>	..	{	Clinton. Medina. Hudson River. Utica.	} Trenton Group.
			Trenton. Birdseye.	
			Serpentine and metalliferous.	
<i>Lower Silurian</i>	..	{	Sillery sandstone. Levis. Calceiferous. Potsdam. Primordial.	} Quebec Group.
<i>Huronian</i>	.. ..		Huronian.	
<i>Laurentian</i>	.. ..		Upper and Lower Laurentian.	

Timber.

All the more extensive tracts of good land are still heavily timbered, though fires have swept much of it away. The most valuable timber grown in Newfoundland is the white variety of pine (*Pinus strobus*). It is especially prized for the manufacture of lumber. In the Gander country alone, Mr. Howley estimates there are 850 square miles covered with this growth easily accessible by means of small boats on the Gander River. The yellow or red pine (*Pinus resinosa*) is another well-known variety. Neither beech, elm, oak, nor cedar is found. Around St. George's Bay, and in the valley of the Humber also, are fine forests of timber of yellow and white birch, white and black spruce and tamarack (larch). The colony derives no revenue from its forests, which are cut at will by all comers. There were seven saw-mills in operation on the island in 1879.

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E now come to consider the staple interest Fisheries, and leading industry of Newfoundland, the fisheries.

Of Newfoundland it may be truly said, "*Super pisces respublica condita est*" (Upon fish rests the permanence and prosperity of the whole colony). The merchants, who constitute the capitalists of the island, devote both their money and time to this branch of industry, to the almost total neglect of agriculture and mining. In the excellence of the fish, not less than in the extent of the "catch" or yield, Newfoundland ranks *facile princeps* among the countries of the world. The following table shows the progress in value of the Newfoundland fisheries, during each group of five years, from 1852 to 1876 inclusive:—

Average value of Exports—group of five years :

							Dollars.
1852 to 1856	..	..	..	..	..	..	5,166,129
1857 to 1861	..	..	..	..	..	..	6,132,392
1862 to 1866	..	..	..	..	..	..	6,080,445
1867 to 1871	..	..	..	..	..	..	7,011,407
1872 to 1876	..	..	..	..	..	..	7,847,661

In Professor Hind's Report on the effect of the Treaty of Washington on the Newfoundland Fisheries we find it stated that the value of the exports for the past five years will show an advance upon these figures, though perhaps not a large one. Although ranking as the largest fish-producing and exporting country in the world, we, pathetically writes a New-

foundlander, never sent so much as the tail of a cod to the late fish exhibition at Berlin.* The principal fisheries are those of cod, seals, herring, and salmon. They are primarily divided into two classes, viz. "Shore" and "Bank" fisheries, the former embracing the shores and bays of the island, and the latter the tract known as the "Banks" of Newfoundland.

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fishery.

Of cod-fisheries (*Gadidae*) there are several varieties, cod, haddock, and ling being the most common and most abundant. The Newfoundland cod-fishery covers an immense area. It is not confined to the shores of the island, but is extensively pursued on the neighbouring banks and along the Labrador coast. For nearly four centuries these waters have been fished, and yet the cod grounds show no signs of exhaustion. The annual "catch" is estimated at 2,750,000 quintals of 112 lbs. each, and valued at 1,180,302*l*. The average annual export for five years (1871-75) has been 1,333,009 quintals, while that of the whole Dominion of Canada for the same period was only 785,425, and that of Norway 751,382 quintals. The total value of the "catch" for 1878, including the oil, was 4,314,396 *dols*. The export of codfish last year, from Newfoundland alone, not including Labrador, was 1,173,510 quintals. If we suppose that a third more was sent to market direct from Labrador, then the total export of cod for 1881 was about 1,564,680 quintals. This would be the largest on record except 1874, when 1,609,724 quintals were exported. The value of codfish has advanced from 50 to 75 per cent. during the last twelve years.

* This valuable industry will be adequately represented at the forthcoming International Exhibition in London, a fitting appropriation having been made for the purpose.

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The Bank fishery still continues to be mainly carried on by the French and Americans. This year it is reported to be unusually productive. About one-fourth of the whole "catch" is taken on the Labrador coast. The total value of the fishery amounts to about \$800,000, while upwards of 4000 tons of cod-oil and cod-liver oil are annually exported. The season follows closely upon the seal-fishery season, and extends from the end of May till early in October. Scarcely, indeed, is the seal-fishing at an end when the cod-fishing begins.

The crews which have returned from the Arctic hunting grounds, transfer themselves into the small brigs and schooners used for fishing on the banks, while others return to the coves and creeks to which they belong, and fish from the shore. In June, the fleet leaves St. John's and remains away three or four months, as the case may be. Cod-fishing does not possess any of the excitements of seal-hunting. It must, on the contrary, be a most dreary and tedious occupation. Before daylight, the crews leave the vessels in small boats, and lay down the long lines to which "snoods" baited with herring are attached, returning in the afternoon to haul them in. The fish are cleaned on board, and the insides thrown overboard, so that it has been suggested that the enormous quantity of fish's entrails annually thrown into the sea at the banks might damage the fishing, but it does not seem to have had this effect. The men fish on what is called the "credit system," the owner of the vessel furnishing them with the materials for fishing, and sharing the profits with them. To the attractions of the coast this fishery lends an especial charm, for it contributes its most picturesque feature to the scenery. The bays and coves within easy drives of St. John's are

all worth a visit, if it be only to see the way in which the "cod-flakes," as they are called, and stages, are perched about the rocks. The roads are numerous and excellent, though they are for the most part very short, which lead in all directions from the capital. The country is a wild open, undulating expanse, rising in rounded hills to an elevation in its highest parts of 600 or 700 feet. And all round St. John's, abundantly dotted with small farms, innumerable clear trout streams unite the lakelets that lie embosomed here and there in the woods of rather dwarfed spruce and fir trees; while marshy spots of peat and coarse grass afford a home to abundant snipe; and plains covered with stunted juniper, tamarack, and berry-bearing shrubs, complete the landscape. It is across this country that one drives to Portugal Cove—a large fishing village nine miles from St. John's—where one may take steamer, and cross Conception Bay to Harbour Grace, the *Havre de Grace* of the French nomenclature. The railway now laid to Harbour Grace Junction, and soon to be opened to this place, will afford a more ready access. The road crosses a table-land upwards of 500 feet above the sea-level, on the summit of which a lake called Twenty-mile Pond is surrounded by low hills, and several farms are dotted along its shores; but as a general rule, these are only accessory to fishing, the land being rarely sufficiently productive to afford a return unaided by any other industry.

Portugal
Cove.

The village of Portugal Cove, which is passed on the way, consists of a cluster of 200 to 300 cabins, perched in the most impossible niches amongst the rocks on the side of the deep cliffs. Generally the ground is too uneven to afford foundations, and these are supplied by

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posts, which are fixed into the rocks so as to support the sills. Each cottage has its own rough approach, sometimes over crags, sometimes up wooden ladders, or stairs rudely cut out of the rock, so that the business of making calls in these fishing settlements is a matter of considerable difficulty. Add to these quaintly constructed habitations, beetling cliffs; rocks projecting into the sea covered with fishing stages, a brawling stream and waterfall; clumps of pine trees, which have escaped the fire, nestling among the rocks; a magnificent sheet of water 20 miles across, glittering golden in the setting sun, surrounded with high land that ends in rugged promontories and deep bays, except to the northward, where the Atlantic forms the water horizon—and you have Portugal Cove. The front is the island of Bell Island, remarkable from the fact of being a good farming locality, entirely free from the rocks and stones of the mainland, and with an altogether different soil. It is thickly populated—Conception Bay itself, across which we are now looking, supports on its shores a population of about 40,000 souls. At the towns of Harbour Grace and Carbonear, only 3 miles apart, the population amounts to about 12,000; but one need not go further than Middle Cove, Logie Bay, or Quidi Vidi, to have samples of coast scenery, and fishing villages, which are repeated in endless variety all round the island. Wherever the Atlantic waves rest or eddy for a moment in the clefts or crevices of the rocky precipitous cliffs which overhang the water, and wherever in the neighbourhood of such a smooth spot there is a shelf or ledge of rock favourable for the purpose, the settlement of the cod-fisher may be seen. Here he erects his “stage” and cod “flakes.” The former, a rough shanty made of the

boughs of pine trees, and roofed with bark, is generally perched on stakes firmly wedged into the rocks. They are placed as near the water as possible, for in these little rooms the fish are received from the boats and cleaned preparatory to being laid out on the flakes. They sometimes seem perched like gigantic nests over the waves, one advantage of proximity to which is, that all the refuse falls directly into them. Another requisite to a favourable location is a convenient approach to the flakes; these are erected on poles in the immediate vicinity. In Quidi Vidi there must be at least an acre of these singular-looking drying-grounds.

In the spring of the year the women and children are engaged in the woods cutting small pine-boughs and making them up into bundles, to be spread upon these erections; and then, as soon as they are split, and salted and soaked, the cod are spread out in the sun to dry, being carried from the stages in hand-barrows, up steps often ingeniously contrived on the face of the rocks. Under these flakes one may walk in some of the fishing stations for hundreds of yards, completely roofed in by codfish, which exclude the rays of the sun from the alleys beneath, so as almost to remind one of the shaded streets of some Eastern town. As may be imagined, the smell does not induce one to linger long in these shady but fishy purlicues. Wherever there is building room, the rude shanties of the fishermen, who in many instances only use them during the summer, are put up—each containing a couple of bunks roughly constructed, a backing of stones against which the fire is made, no chimney, much less windows. The smoke finds its way out through a hole in the roof, through which and the doorway the inmates receive light and air. A wooden bench, and a barrel-

head on a single leg for a table, complete the furniture. Altogether if there is a great absence of comfort, combined with a powerfully odoriferous atmosphere, pervading the whole establishment, it is scarcely possible to imagine anything more picturesque—the upturned boats stowed away in convenient corners; the labyrinths of stages and flakes, perched like Malay villages over the water, or sticking against the rock wherever there is holding ground; the fishers' cottages glued to the rocks like birds' nests; the beetling cliffs overhanging all; and in spring the huge blocks of blue transparent ice grinding themselves to pieces in these iron-bound bays on their way from the Arctic regions.

In the early part of June the scene changes. At this time shoals of small fish, called capelin (*Salmo Arcticus*), swarm in the harbours, and in their attempts to escape from their enemies, the cod, are washed up in myriads upon the beach, where the women and children collect and scoop them up in bucketfuls. They are a delicate, tender little fish, not unlike sardines, not fleshy enough, it would seem, to make it possible to preserve them in oil; but they are salted and sent to Catholic countries as an article of diet; while they form, as long as they last, the best bait for cod. They appear in such quantities, however, that the country people take them by the cartload, and use them as manure for their land. One wonders why it is that the Newfoundlanders have neglected to turn to account as a source of revenue the quantity of fish-manure which their industry produces. The cod-offal which is now allowed to fall into the sea might be converted into fish-guano, and made a most profitable article of commerce. Indeed the French have had one of these factories at Quirpou, near the Straits of Belle Isle, which

is said to furnish 8000 to 10,000 tons of fish-manure annually. With the completion of the railway between St. John's and the mining district of Nôtre Dame Bay an excellent opening will be offered for the investment of capital and enterprise in this branch of business—the manufacture of fish-guano—which is now in great request and brings a high price in the London market.

Among the other marine products and wonders of the Newfoundland waters must be mentioned the now famous "Devil Fish." This monstrosity is said to attain its greatest size and ugliness off this coast, and a specimen exhibited to St. John's visitors fully attests the justice of the claim. Two specimens recently captured in Trinity Bay are described as having bodies measuring respectively 11 feet and 20 feet in length. They are furnished with tentacular arms which, when stretched to their full, formed the radius of a circle nearly 200 feet in circumference. A smaller species of *cephalopod*, vulgarly known as the "squid," forms one of the productions of Newfoundland, on which, at certain seasons of the year, the fishermen principally rely for bait. "There are also other kinds of shell-fish, as limpets, cockles, wilks, lobsters, and crabs; also a fish like a smelt which cometh on shore, and another that hath the like property, called a squid."*

Second only in importance to the cod-fishery of Newfoundland, and first in the order of season, is the capture of seal. Scarcely is the seal-fishing over, than cod-fishing commences. Formerly seal-fishing was carried on by small but stoutly built sailing vessels of from 80 to 200 tons. Of this class of craft, in 1852, there were engaged 367 vessels, manned by 13,000 men, and of an

* Letter of Mr. Anthony Parkhurst, of Bristol, to Richard Hakluyt, of the Middle Temple, Nov. 13th, 1575.

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aggregate capacity of 35,760 tons. Within the last ten years steamers have largely superseded sailing craft, and now almost wholly monopolise the trade. Twenty-five steamers—five of which formerly sailed from Dundee, and were engaged in the Greenland seal-fishery—now sail from St. John's. The entire catch, however, has not very much increased since the introduction of steamers, ranging from 250,000 to 600,000 seals a season. These steamers are sometimes of considerable size, and cost from 8000*l.* to 10,000*l.* apiece. They carry as crew 200 and sometimes as many as 250 men each.

The fishing, or hunting season, commences, for sailing vessels 1st March, and for steamers 10th March, and is usually continued to the middle or end of April. The largest number of seals ever brought into St. John's by a single steamer, was 50,000. This was the *Resolute* of Dundee, the cargo being valued at 30,000*l.* During 1881 upwards of half a million seals are reported to have been captured. Often, however, both steamers and sailing vessels return "clean," or with but a few seals.

In ordinary seasons the entire "take" varies from a quarter to half a million annually, ranging in value from three-quarters of a million to one and a quarter million of dollars. Upwards of 10,000 men are engaged in the seal fisheries; and when the fleets are in port the streets of St. John's swarm with men engaged in it. The dangers of this branch of industry, add, no doubt, a zest to it. The first difficulty, when the seals have been spied from the mast-head, is to bring the steamer in such a position as will enable the men to approach them, either by landing on the ice and jumping from pan to pan if the floe is not solid, or by punts,

if they are not accessible in any other way. Each man is armed with a "gaff," or club, with a hook in it, a "scalping-knife," and a "towing-line"; while a few of the older hands and best shots carry rifles. The work of destruction then goes on apace. The ice is covered with "white-coats"—as young seals not yet six weeks old are called—and their mothers, whose grey furs, in the case of "harps" or saddle-backs are distinguished by a large black mark in the shape of a harp; "dog-hoods"—male seals, so called from a hood which they can inflate so as to protect their heads when attacked; "bedlamers," or one-year old males, on whom the harp has not yet appeared; "blue-backs," or young "hoods," and other varieties, each with its special appellation. The havoc which two or three hundred stout men, plying their clubs mercilessly in the midst of these helpless victims, work in a few hours may easily be imagined. A blow on the nose is followed by a cut down the centre of the seal from the throat to the tail with the scalping-knife, which detaches the carcase from the "pelt." Technically speaking, the pelt consists of the skin and about three inches of fat with which it is lined, and to which protection of nature in the way of covering the seal owes his power of keeping himself warm in the peculiar temperature which he affects. The pelt is rapidly stripped from the quivering carcase, and laid flat upon the ice; and when five or six are thus collected, they are laced together in a bundle and drawn by the towing-line to the ship. To one not hardened to it, the whole process is said to be a most painful one to witness. The moans of the young seals, the agonies of the mothers at seeing them slaughtered, the fierce battles sometimes waged by the old "dog-hoods," who often make such sturdy resistance

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that they require two men striking them alternately with their gaffs to kill them—the whole ice strewn with the skinned carcasses, still preserving their original shape, and almost quivering with life—presents a scene which nothing but the hope of large profits and quick returns could harden men to. Seal-hunters, however, have no bowels of compassion. The pelts, on an average, are worth about 10s. apiece, and a third of the profits go to the crew, so that every man has a most special interest in the result.

Seals are reported to have been found in Grand Lake, Sandy Lake, and in other of the fresh waters of the island. As to how they came there is a problem for the naturalist to solve.

Of the *Clupæidæ*, or herring tribe, the herring alone visits the Newfoundland waters. The centres of the herring fishery are Fortune Bay, Bay of Islands, and the Labrador coast. The Labrador herring ranks among the finest fish of its kind in the world. Several varieties of salmon (*Salmonidæ*), viz. salmon, trout, capelin, smelts, &c., are abundant on the shores during summer. Trout are found in almost all the fresh river-waters and lakes; while salmon resort to all the larger rivers during the spawning season. Pickled salmon, and preserved salmon and lobsters, are also shipped in considerable quantities. In 1878 no less than 1,554,096 lbs. of the latter were exported.

VI.



SHIP and boat building have made some progress in the colony, as we gather from the returns for 1879 and 1880, contrasted with those of 1857.

	1857	1879	1879	1880
No. of vessels built ..	88	95	155	132
„ boats „ ..	630	—	—	—

On the 31st December, 1879, there was on the register, 1691 sailing vessels, and 27 steamers, with an aggregate tonnage of 82,564 tons. It is the only industry which shows any considerable expansion during the past three years.

An important step in connection with the shipping interest of Newfoundland, has just been taken by the Colonial Legislature. It has for some time been in contemplation to construct a graving dock at St. John's, and the mishap to the *Arizona* steamship in 1880, and other more recent disasters have sufficiently proved the necessity for such a step. The Legislature at its last session passed an Act authorising its construction, granting an annual subsidy of 30,000 dols. and a government endowment of 600,000 dols. worth of bonds. The proposed dock will, it is said, be the largest in the world, capable of accommodating merchant steamers of the heaviest tonnage, and men-of-war. It will be 600 feet long, 100 feet wide at the coping, 83 feet at the bottom, 30 feet in depth, and 66 feet in width at the entrance.

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Steam communication between England and New-
foundland, and between Newfoundland and Canada and
the United States is maintained fortnightly for about
eight months of the year by the steamers of the
"Allan" line. There is a fortnightly service between
Halifax, N.S., and St. John's during the winter months.
Two coasting mail and passenger steamers ply north
and south from St. John's fortnightly, and at certain
seasons a steamer runs to the west coast, and to
Labrador. A mail steamer also plies daily on Con-
ception Bay. The total amount of steam service
subsidies expended annually by the Colonial Govern-
ment, amounts to 136,800 dols.

The imports and exports of the colony, including
Labrador, for the past fifty years, have ranged as
follows:—

			Imports, Dols.	Exports, Dols.
1829	..	..	4,096,995	3,451,545
1859	..	..	6,620,680	6,785,565
1866	..	..	5,784,849	..
1876	..	..	7,205,907	6,591,701
1879	..	..	7,261,000	7,241,595
1880 Total imports and exports			£2,625,417	

The revenue of Newfoundland is mainly derived
from duties on imports. In 1866 it was 721,390 dols.;
in 1879 it amounted to 972,402 dols.; and in 1880 to
205,231*l*. The gross public expenditure in 1880 was
230,310*l*.

By far the largest share of the exports was sent to
Great Britain, the total value of merchandise exported
to this country being 2,067,636 dols., 460,000*l*., and to
Brazil 1,383,819 dols. Portugal and Spain between
them received goods to the value of 1,428,998 dols.

The rest of the exports were sent in about equal proportions to Canada, the United States, the British West Indies, Italy, &c.

Flour, biscuit, molasses, sugar, wines and spirits, tea, and pork, figure among the principal imports; cordage, cables, and manufactured goods are also largely imported. The exports are, of course, chiefly the produce of the fisheries and the mines, the principal items being:—Codfish, 3,490,482 dols.; herrings, 112,553 dols.; salmon, 110,070 dols.; lobsters, 116,880 dols.; cod-oil, 461,740 dols.; seal-oil, 598,368 dols.; seal-skins, 320,498 dols.; but copper ore and regulus figure for 555,790 dols. (29,617 tons having been sent to England); ox-hides, 29,772 dols.; timber, &c., 17,000 dols. Besides the above returns of exports, the following articles were shipped during the year direct from Labrador, and are not accounted for in the Newfoundland Customs report:—393,580 quintals of codfish, 16,962 barrels of herrings, 1096 seal-skins, 196 tons of seal and cod oil, and other fish produce, valued in the aggregate at 1,250,000 dols. From a return just issued by the Commercial Society, it appears that the exports from Newfoundland and Labrador for the year ending July 31, 1882, make up a total value of nearly two millions sterling, the following being the items:—

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Codfish, oil, and their other products ..	1,385,730
Seals and their products	239,440
Pickled fish of all sorts	86,469
Preserved or canned fish	27,579
Frozen fish	2,595
Dried fish	300
Whale and other oils	1,013
Mineral ores	149,017
Unenumerated articles (say)	20,000
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Among the estimated items of expenditure are—*Relief of the poor*, 143,705 dols.; steam service, 136,800 dols.; telegraph extension, 7000 dols.; education, 88,860 dols.; roads and bridges, 103,000 dols.; geological survey, 5500 dols.; drawbacks to ship-builders, 17,000 dols.; drawback to bank-fishery, 10,000 dols.; to encourage sheep raising, 1000 dols.; and the public debt amounted to 1,457,290 dols., or 302,289*l*. The profits derived from the Colonial Savings Bank are, by an act of the Legislature, devoted to the liquidation of the public debt, and that institution is reported to be in so prosperous a condition that the amount of the public debt held by the bank (595,849 dols.) will be liquidated in a period of sixteen years. Against the remainder there is now placed to the credit of the colony the balance of the fishery award (742,714 dols.), yielding 30,000 dols. per annum interest. Thus the whole of the public debt, being held solely by the people, is virtually provided for, and the colony stands in the unique position of being, to all intents and purposes, free from debt.* The population, which in 1857 was returned at 122,638, and in 1874 at 161,389, is now estimated at 190,000, including Labrador. Mr. Rogerson, Colonial Treasurer, in a recent review of the position of the colony, said it would be admitted that its affairs were in a thoroughly and most exceptionally healthy condition. Almost alone among Transatlantic colonies, Newfoundland can boast of having borrowed in its home market, and of having done so at the moderate interest of a fraction over 4 per cent.

* The banks are reported to be in a sound, healthy condition. We find that the note circulation of the Union Bank for the present year has been greater by 50,000*l*. than in any former years, while in the Commercial Bank an increase of 36,000*l*. is noted. The deposits have also increased largely; no less than 600 new accounts have been opened in the savings bank.

Population, 1874, 1889, &c.

Names of Districts.	Population, 1874.	Population, 1889.	Church of England.	Church of Rome.	Wesleyan Church.	Kirk of Scotland.	Free Kirk.	Congrega- tional.	Baptist, &c.
Central.									
St. John's, East	17,811	17,204	3,985	11,200	1,838	157	286	311	1
St. John's, West	12,763	11,646	2,532	8,746	1,088	153	128	97	..
Ferryland	6,419	5,991	173	6,246	..	..	..	..	..
Northern.									
Harbour Main (Conception Bay)									
.. .. .	7,174	6,542	1,716	5,361	97	..	..	..	..
.. .. .	7,919	7,536	3,415	2,002	2,501	1	..	..	..
Port-de-Grave, Division	13,055	12,740	7,239	4,013	1,615	9	179	..	..
Harbour Grace	5,488	5,633	929	2,189	2,362	..	8	..	..
Carbonear	7,434	7,057	439	1,775	5,220	..	..	..	..
Bay-de-Verds	15,677	13,817	8,417	1,583	5,663	1	7	4	2
Trinity Bay	13,008	11,560	6,860	2,590	3,531	..	12	2	4
Bonavista Bay	15,135	13,067	6,989	1,956	6,172	8	2	7	1
Twillingate and Fogo .. .. .	..	..	..	..	..	..	..	..	..
Southern.									
Placentia and St. Mary's	9,857	8,794	1,351	8,254	229	11	2	..	..
Burin	7,678	6,731	1,648	2,689	3,351	..	5	..	..
Fortune Bay	5,788	5,233	4,391	1,387	8	1	..	..	1
Burgeo and La Poile	5,098	5,119	4,216	125	731	15	..	..	11
Electoral Districts	150,304	138,670	54,304	60,125	34,416	356	629	454	20
French Shore	8,654	5,387	3,768	3,716	991	85	68	7	19
Labrador	2,416	2,479	1,489	476	295	30	..	..	126
Total	161,374	146,536	59,561	64,317	35,702	471	697	461	165

The peculiar position which it occupies in the Atlantic with reference to the two hemispheres, has contributed to make Newfoundland one of the most important telegraphic centres in the world. Hitherto the island has been unable to derive any direct advantage from this source. When the original New York, Newfoundland, and London Telegraph Company was created, the novelty of the enterprise dazzled the colony, as it did the world at large, and they accorded terms to the Company which could only be justified on the score of ignorance of the possible results. Not only did they grant the Company a hundred square miles of the mineral lands of the island, which are now turning out to be the most valuable, but they granted them an exclusive monopoly for fifty years, during which no other company was to have the right of landing cables on the shores of the island. The Newfoundland Government fortunately inserted a clause by which this monopoly might be extinguished at the end of twenty years, upon the purchase by the island of the wires, apparatus, and general plant, at a valuation to be fixed by arbitration. Since this arrangement was entered into, the original company has amalgamated with the Anglo-American and the French Cable Companies, and the term of the monopoly enjoyed by these companies has ceased. The cables of the Anglo-American, New York, Newfoundland, and London Telegraph Company are landed at Heart's Content. Trinity Bay, thence messages are sent overland to Placentia Bay, and from thence extended by submarine cable to all parts of the mainland. Land lines are in operation from St. John's to Heart's Content, Placentia Channel, Bay of Islands, Tilt Cove, and Betts Cove. Another company, known as *La Compagnie Française*

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de Télégraphie de Paris à New York, a French company, whose cable was repaired by the contractors, Messrs. Siemens Brothers, in May 1880, has a station at St. Pierre Island. This line embraces the following sections, viz. :—

	Miles.
Brest (France) to Penzance, Cornwall (branch) ..	150
Brest (France), St. Pierre, N.F. (main line) ..	2200
St. Pierre to Louisburg, Cape Breton (branch) ..	200
St. Pierre to Cape Cod, Massachusetts, and thence through United States to New York	800
Total length	<u>3,350</u>

Among the items of colonial expenditure of 1880, we find one of 7000 dols. for telegraph extension.

Education is wisely conducted on the denominational principle. The annual grant of 88,860 dols. is divided among the several religious denominations in proportion to their numbers, and there exist local boards of education for each denomination, and one inspector each for Church of England, Roman Catholic, and Wesleyan schools. The Public Schools Inspectors reported 15,416 children receiving education in 1879. The number is now probably slightly larger. The compulsory system will in time no doubt be adopted. There are four academies, connected respectively with the several denominations, in St. John's, and one grammar school in Harbour Grace. Some four years ago, the Roman Catholic bishop introduced the Brothers of the Christian Schools into the colony. The brothers opened schools under the auspices of the Benevolent Irish Society; but the old schools could not contain a tithe of the children who flocked for instruction. The society, aided by the public, determined to provide fitting accommodation, and soon a magnificent pile of

buildings, known as the St. Patrick's Schools, was built, at a cost of over 50,000 dols., and fitted up with all the approved appliances. Besides the schools, a fine residence for the teachers, known as "Mount St. Francis," has been built by public subscription. The general public interest in the erection of these educational establishments is a proof of the complete absence of all sectarian feeling in their midst. Although the Christian Brothers are an exclusively Catholic organisation, people of all ranks and religions, mindful only of the good results already achieved, and the value of this teaching body to the youth of Newfoundland, came forward and generously supported the movement.

Regions.

In matters ecclesiastical, the population of Newfoundland enjoy the most unbounded freedom. The diocese is very evenly divided between the clergy belonging to the several denominations. The Church of England is represented by the Lord Bishop (Right Rev. Llwellyn Jones, D.D.), and seven Rural Deans; the Roman Catholic Church by a Lord Bishop (Right Rev. Thos. Joseph Power, M.A.), a Bishop of Harbour Grace, a Vicar-General in each diocese, and an Administrator at each of the following places: St. Peter's Chapel, St. Patrick's, Petty Harbour, Belle Isle, Topsail, Portugal Cove and Torbay, Witless Bay and Bay Bulls, Ferryland and Cape Broyle, Fermeuse and Renews, Trepassey, St. Mary's and Salmonier, Great Placentia, St. Kyran's, Burin, Oderin, St. Lawrence, Lamaline, Harbour Breton and St. Jacques, Castlemear, Brigus Harbour Main, Conception Harbour, Northern Bay, Bonavista, King's Cove, Tilt Harbour, and Fortune Harbour. The Methodist, Presbyterian, and Congregational bodies are also well represented.



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VII.



NOTWITHSTANDING all that has been said ^{Railways, &c.} and written on the subject, Newfoundland is yet without a completed railway. It is, however, a realisation of the near future. In 1875 a survey was made from St. John's, on the east, across the island to St. George's Bay, on the west, having in view the establishment of St. John's as a port of call for steamers with passengers bound for Canada. Fast steamers were calculated to run from Galway, in Ireland, or Milford Haven, South Wales, to St. John's in about five days, from which port passengers would then be able to take train across the island, and complete their journey by steamer across the Gulf of St. Lawrence to a Canadian port. It was estimated that a saving of time in the mail service of from thirty to forty-eight hours would thus be effected. This line, there is little doubt, will ultimately be built, and when it is, will form the eastern or Atlantic division of the projected American and European "short line" railway recently incorporated, and for the construction of which important concessions have been made by the Newfoundland Legislature. A brief extract from the *New York Herald* will suffice to indicate the character of the undertaking.

The outline of the scheme is the construction of a railroad from the most eastern point of the Newfoundland coast across the island to Cape Ray. This western terminus will connect by steam ferry with the railway to be constructed from Cape North over the island of Cape

Breton to the Gut of Canso, the straits to be crossed by a ferry. The line will traverse the north shore of Nova Scotia and form a junction with the Intercolonial Railway, from which connections will be effected with the railways communicating with Bangor, Boston, New York, Montreal, Chicago, St. Louis, and San Francisco. From the east shore of Newfoundland the company will establish a line, consisting of ten powerful and swift despatch steamships, to connect with the west coast of Ireland, and thence by fast express trains with London and all continental cities. The minimum saving of time between London and New York is estimated at forty-eight hours. The whole sea voyage is reduced to 1700 miles between these great commercial centres, and the dangerous coast, a thousand miles in extent, lying between Cape Race and New York—the grave of numerous ocean steamers and sailing ships—is completely avoided. The company anticipate carrying annually across the Atlantic by this short line not less than 20,000 passengers. They are also sanguine that they will so largely facilitate as to completely absorb the transportation of the mails of the governments of America, Europe, and Asia. The work of construction is to be proceeded with immediately.

The Newfoundland Legislature, in 1880, passed an Act authorising the construction of a railway from St. John's northward, to the mining region at Hall's Bay, with branches, and the Government were authorised to raise a loan of one million pounds sterling, on the credit of the colony, for its construction.

By an Act (44 Vict. cap. 2), passed 9th May, 1881, the location, equipment, and operation of the line was fully provided for and the work commenced, the turning of the first sod—metaphorically speaking—being the great event in the Colonial Calendar for that year. The Syndicate Company (Newfoundland Railway Company) contract with the Government :—

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1. To locate, construct, equip, maintain, and continuously operate in an efficient and safe condition, as their sole property, Three Hundred and Forty Miles of Railway in the Island of Newfoundland. Such line of Main Line of Railway. Railway shall commence at St. John's, and run thence through the Peninsula of Avalon, on or near the line indicated by the Survey of Kinipple and Morris, made in the year One Thousand Eight Hundred and Eighty, and from the end of said Survey near Spread Eagle Peak, to Hall's Bay by the best and most desirable line, connecting with South West Arm of Random Sound, with Clode Sound, and crossing Exploits River near Bishop's Fall. 2. From the said main line there shall be two branch lines; the first being the Clark's Branch Lines. Beach or Brigus branch, leaving the main line near the Hodge Waters, and running to Clark's Beach or Brigus by the best and most desirable line; the second branch, or Harbour Grace line, leaving the main line in the vicinity of Spread Eagle Peak, and running thence to Harbour Grace by the best and most desirable route, a distance of about twenty-six miles. The Government being desirous of extending the line to Carbonear, it is understood that the branch line from Spread Eagle Peak to Harbour Grace, shall, if expedient, be altered as convenient to connect Harbour Grace and Carbonear Connection with Carbonear. with the main line; or the Clark's Beach or Brigus line may be extended to Harbour Grace and Carbonear upon such terms as may hereafter be agreed upon by the Government and the said Syndicate Company.

The line is now completed and in operation as far as Hollyrood. The following are (approximately) the names of the stations already existing or to be established on the main line and branches:—

ST. JOHN'S to Manuels River (Topsail).	HARBOUR MAIN to Harbour Grace Junction Island.
Topsail to Kellegrews.	Brigus Branch to Brigus.
Kellegrews to Seal Cove.	Harbour Grace branch to H. G. and Carbonear.
Seal Cove to Hollyrood.	Long Harbour.
Hollyrood to Harbour Main.	

Trinity Harbour.	River) Junction with
Little Bay.	Branch West to St.
Come by Chance.	George's Bay.
Centre Hill.	Grand Forest.
Black River.	Seal Bay.
Random Sound.	RABBIT'S ARM JUNCTION, to
Shoal Harbour Head of	Rabbit's Bay.
Random Island.	HALL'S BAY.
Clode Sound.	Junction to Little Bay.
Terra Nova.	Indian Brook.
North Brook.	South West Arm, Notre
Greenland.	Dame Bay.
Gambo.	Middle Arm.
Bona Vista.	Notre Dame.
Glenceoe.	Little Bay Junction.
Dead Wolf.	Green Bay.
Whiteway.	Betts Cove.
Gander River.	Brent.
Mineral Bank.	Tilt Cove, Shoe Cove, at
Midland.	head of Notre Dame
Bishop's Falls (Exploits	Bay.

Along this line, there are on either side fertile belts of agricultural land, where comfortable homesteads may be established, and hundreds and tens of thousands of acres of soil turned into smiling farms. There is also abundance of good sound timber, easily convertible into lumber for the building of dwelling-houses, barns, stables, &c., and as the line of railway passes close to the heads of the great bays of the Eastern Coast, the facilities for procuring fish manure are very great. Abundance of sea-weed, or "kelp," is also procurable within easy distance of the contemplated farms. The raw material is all at hand, awaiting the muscle and energy of the tiller and husbandman.

The railway company have undertaken to complete the road within four years, and its operation, at an annual subsidy of 180,000 dols. for thirty-five years, and a land grant consisting of 500 acres to the mile

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along the line of road. Large tracts of rich, fine, and easily cultivated land on each side of the projected railway are in the hands of the contractors, who are now ready to dispose of them at extraordinarily low prices, and on easy terms, to intending immigrants.

The railway system of Newfoundland, of which the present line between St. John's and Harbour Grace, 86 miles long, forms the first section, will be best understood by reference to the accompanying map, reduced from the Admiralty Chart and latest official surveys by Albert D. Blackman, C.E.

Independently of the main railway line and its branches, there are on the island 2457 miles of district and postal roads completed and in operation, and 1200 miles in process of construction.

VIII.



NEWFOUNDLAND, although not strictly entitled to rank as a sportsman's paradise, not at any rate in the sense in which that term is generally understood throughout Canada and in some parts of the United

States, is nevertheless a fine sporting country. Fin, fur, and fowl are sufficiently abundant to satisfy the most ambitious seeker for sport, either by flood or field. "In less than a week after leaving home," wrote Laurence Oliphant in 1873, "the English sportsman may find himself in unexplored wilds, dependent upon his gun and rod for subsistence, and it is his own fault if he does not live right royally on their spoil." What was true ten years ago is substantially true now. Cariboo or kariboo, a species of reindeer larger than those of Lapland, though now scarce round the settlements, still range the savannahs of the interior in great abundance, herding by thousands in the months of November and May, when they are killed by the Mic-mac Indians and white hunters while crossing the lakes. Besides the cariboo, the hunter, ambitious for more savage game, may chance upon an occasional bear, or the noble cariboo's natural enemy, the wolf. The remaining animals met with in Newfoundland are foxes, otters, beavers, hares, weasels, and musk rats. The fox is abundant all over the island, the yellow variety being the most common.

In the way of feathered fowl, the sport is also excellent.

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Of the *Tetraonidæ*, or grouse tribe, there are two well-known varieties, the willow grouse and the ptarmigan. The ptarmigan are a larger and plumper bird than the game known in Europe by that name. As many as thirty brace of these fine birds will sometimes fall to a single gun in a day's shooting. They are called "rock" or "mountain" partridges. Snipe and wild geese are met with almost everywhere, while the black duck—a superior variety to the famous canvas back, and claimed by some authorities as the best table bird on the island—are plentiful. These with the blue-winged teal complete the list of birds fit for a bag.

Mr. T. E. Collins, of Toronto, has recently furnished the *New York Forest and Stream* with an account of his recent rambles through Newfoundland. From it we cull the following:—

"In the late autumn in Newfoundland the interior of many portions of the island, particularly that of the Peninsula of Avalon, is literally crawling with game. The cariboo, a variety of the reindeer (*Cervus tarandus*) breeds in actual swarms in various localities, and may be found in the autumn at favoured points—the valleys of streams winding down to the bays—in large herds. Then the willow grouse (*Lagopus albus*), erroneously called 'partridge' all over the island, is found in abundance near about and in the woods, while the rock ptarmigan (*Lagopus rupestris*), or mountain partridge, as it is called in the island, in the autumn, especially on foggy days, is found sentinelling the very highest and bleakest ridges on the island. The slaughter among these birds by the fishermen, living down in the coves and crevices, on a foggy day, is inconceivable. The birds will stand upon the bare ridge in flocks, looking in the fog as large as turkeys, and when they hear the huntsmen they close together in bunches, thus exposed to the raking fire from the long-barrelled shot-guns.

“No one, unless he be too lazy, need be without game for the greater part of the year in Newfoundland, and, as a matter of fact, go into the houses of the people living in the coves and crevices, and nine months out of the year you will find their tables supplied with game—with the cariboo, the red duck, the curlew, or plover, or snipe, or ‘beech bird,’ the ‘mur,’ the wild goose, and last, but not least, with the ‘partridge.’ After the cod-fishing season is over, during which there is no time for gunning, and little game to be had, the mother will say to the husband or to one of her sons, ‘The duck or the partridge are all gone; I wish you would go out in the morning and get me some more.’ And straightway with the next morning’s light he climbs over the grey hills, where he finds abundance of game, kills a dozen birds or so, and then returns. I have sat in the grey dawn of a foggy morning upon one of these high bleak hills, a mile in from the sea, awaiting sunrise to get a shot at the birds, and heard the crowing of many hundred ptarmigan in the air all around me at once; and the sound of innumerable wings in the early light whirling around me on every hand. After two hours’ shooting I have frequently returned with twenty or thirty birds slung on my gun and across my shoulder.

“Go into any one of the fishermen’s cottages and that which you first notice is the porch, bristling with rows of spikes, upon which to hang the game. Never, ‘or hardly ever,’ are these spikes all empty. From the 1st of September to the last of October you find them ranged with fresh-water ducks, wild geese, and willow grouse, rock ptarmigan, plover, curlew, snipe, and small game; from November till the 1st of April, you find the rock ptarmigan, willow grouse, and the various kinds of sea ducks there. Then from the 1st of April till the heat of summer they are lined with sea-pigeons (black guillemot), the common guillemot, and thick-billed guillemot, the two latter known among the inhabitants

as 'murs' and 'tuurs,' from the cry they make exactly resembling these words. And often happening in you find a haunch of venison hanging upon the 'venison pin,' or two or three pairs of Arctic hares or, in later years, the American hare, a few pairs of which were imported from Nova Scotia some years ago, and have now swarmed over a large portion of the island."

In the way of fishing the choice is small but select. "The rivers contain nothing but salmon, trout, eels, and minnows." The salmon badly need protection: the net-fishing and traps set for them at the mouths of the rivers spoil the angler's sport; and though they are numerous enough up-stream they seldom attain any great size. The fresh-water trout, averaging from two to five pounds, abound, and the delicious red sea-trout literally swarm in the ponds and brooks accessible from the sea. They are, however, singularly destitute of the many species of fish which inhabit the lakes and rivers of the mainland.

The interior of the island, more especially those portions or districts of it drained by the Exploits, Gander, and Humber rivers, referred to on page 16, and more minutely reported upon by Mr. Murray, are full of beautiful lakes, rivers, and picturesque cascades. Grand Lake encloses within its arms an island 22 miles long and $4\frac{1}{2}$ miles at its greatest width. The group of lakelets known as Birchy ponds or lakes, 12 miles in extent, situate between Indian Brook and the Humber, afford fine hunting and fishing. On the southern side of the second of these lakes the ground is seamed with deer paths, the narrow neck of water being a favourite place for the cariboo to cross when moving south in the month of October. The "barrens" in this quarter are famous grounds for deer hunting.

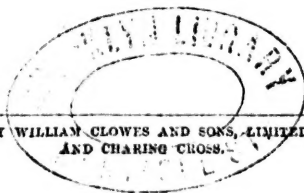
But the hunter and the tourist are both wanting to turn the plentiful supplies of game and the picturesque scenery to account. The interior of the island requires to be more thoroughly explored before practical settlement can be successfully commenced.

The interior of Newfoundland, as I have elsewhere stated, differs widely from the scenery of the inland portions of the continent. Forest for the greater part is only found lining the banks of the streams; if you find it elsewhere it exists in clumps or "drokes," as the people say, about swampy regions. The clear spaces between these clumps are generally soft marsh, through which in crossing the traveller will sometimes sink to the middle. Frequently large ponds, the waters looking black as ebony, are found in such districts. It is here the Newfoundland beaver (*Castor fiber*) plies the trade of tree cutting, damming streams, and building houses all his life, without interruption.

As I have said, you may wander for weeks through the interior of the island and not meet a human being, unless now and again you happen upon a hunting party. The hunting parties, therefore, frequently build shanties or "tilts," as they are called by the people, in the densest patch of forest that can be found. The tilt is built of logs laid horizontally upon each other, and a hole is left in the top of the building for the escape of the smoke. After the hut is up the hunters proceed to strip the bark off a number of the trees growing round about it. In a year these trees become what are known as "whittings"; that is, they are dry, and ring again when you strike them with an axe. Thus the party coming to the tilt subsequently finds a number of whittings growing about the camp, and, cutting some of them, he has material for a

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delightful camp fire. Nearly every such tilt is provided with tin cups, a kettle, an axe, plates, spoons, &c., and always a bag of salt and a tin of pepper. There is no fear of robbers. No one visits these wild, secluded haunts but sportsmen. These lonely plains and valleys only need settlement to make them valuable. They are fitted for the habitation and husbandry of man, and despite the prejudice and ignorance that has prevailed in regard to the climate, resources, and productive capacity of Newfoundland, there can be no doubt that the day is rapidly approaching when the most fertile tracts of country in the various divisions of the island, more particularly on the west coast and in the valley of the Exploits, will be all taken up by a hardy class of immigrants. When we remember that these districts are a thousand miles nearer to England than the best farming regions of Canada—that they must, before long, be on the highroad from the mother country to the Dominion—that they show promise of abundant resources of coal, iron, and other ores—and especially when we reflect that they will shortly be opened up to old world capital and industry by railway, we can scarcely resist the conviction expressed in the opening chapter of this pamphlet, that Newfoundland has the elements of a great future before her, and that enterprise and energy are alone wanted to raise her to a far higher position among the colonial fields of the empire than she has hitherto occupied.



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